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PROJECT NOTIFICATION FORM

The *Pavilion* at PARK SQUARE

August 15, 1988

SUBMITTED TO: **THE BOSTON REDEVELOPMENT AUTHORITY**
City of Boston, Transportation Department

SUBMITTED BY: **THE PAVILION CORPORATION**
400 Franklin Street
Braintree, MA 02184

PREPARED BY: **HMM ASSOCIATES, INC.**
336 Baker Avenue
Concord, MA 01742

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SUBMITTED TO:

BOSTON REDEVELOPMENT AUTHORITY
CITY OF BOSTON TRANSPORTATION DEPARTMENT

PROJECT NOTIFICATION FORM (PNF)

THE PAVILION AT PARK SQUARE
BOSTON, MASSACHUSETTS

SUBMITTED PURSUANT TO
ARTICLE 31 OF THE BOSTON ZONING CODE AND
THE BOSTON REDEVELOPMENT AUTHORITY
DEVELOPMENT REVIEW REQUIREMENTS

AUGUST 15, 1988

SUBMITTED BY:

THE PAVILION CORPORATION
400 FRANKLIN STREET
BRAINTREE, MASSACHUSETTS 02184

I. SUMMARY

A. Project Identification

1. Project Name:
   - The Pavilion at Park Square

2. Address/Location:
   - Bounded by Charles Street, Park Plaza Lane, Broadway, and Stuart Street (Park Square sub-parcel and portions of the Church/Charles and Street sub-parcels of the Park Plaza Urban Renewal Plan)

3. Property Owners:
   - The City of Boston
   - Commonwealth of Massachusetts
   - Terminal Taxi Company
   - Edward Gleason, et al

4. Developer:
   - The Pavilion Corporation
     400 Franklin Street
     P.O. Box 9059
     Braintree, MA 02184

5. Developer's Representatives:
   - Eden G.R. Milroy, Vice President
   - G. Kent Gonzales, Project Manager

6. Architect:
   - CBT/Childs, Bertman, Tseckares & Casendino, Inc.
     306 Dartmouth Street
     Boston, MA 02116

7. Legal Counsel:
   - Peabody & Brown
     1 Boston Place
     25th Floor
     Boston, MA 02108

8. Consultants:
   - HMM Associates, Inc.; Environmental and Transportation Consultants
     336 Baker Avenue
     Concord, MA 01742

   - Haley & Aldrich, Inc.; Geotechnical Engineers
     58 Charles Street
     Cambridge, MA 02141

   - Cermak Peterka Petersen, Inc.; Wind Engineering Consultants
     1415 Blue Spruce Drive
     Fort Collins, CO 80524

9. Estimated Commencement and Completion Dates:
   - Construction is expected to commence in July, 1989, and be completed by mid 1992.

10. Approximate Cost:
    - $90,000,000

11. Status of Project Design:
    - Schematic Design

12. Article 31, Boston Zoning Code Applicability:
    - The project is subject to Article 31.

13. Other:
    - Community review by the Park Plaza Civic Advisory Committee

B. Narrative Project Description

(Describe the site and the design and development programs.)

1. Background

In July of 1987, the Boston Redevelopment Authority (BRA) issued a Request for Proposals (RFP) for "Parcel to Parcel Linkage Project 2, Park Square and Transitional Housing". The purpose of the Parcel to Parcel Linkage Program is to pair publicly owned development sites to leverage community benefits. This policy is a way to use city-owned land to create housing, jobs, open space, social services, and new opportunities for residents of Boston. Under the Parcel to Parcel Linkage Program, the City links the disposition of publicly-owned downtown parcels with publicly-owned parcels in the neighborhoods.

Parcel to Parcel Linkage Project 2 will link the development of the Park Square parcel in the Park Plaza Urban Renewal Area to the development of a project located in the South End which includes 24 units of transitional housing for women and 36 units of affordable, moderate income condominiums.

Four very qualified teams submitted proposals. After nearly four months of rigorous review by BRA staff and community groups, the BRA Board narrowed the list of proponents to the Pavilion Corporation and the South Park Partnership. On April 22, 1988, after 6 months of review and negotiation with community groups and the BRA, Pavilion Corporation in association with South Park Partnership was granted tentative designation as developer of the Park Square parcel; and the South Park Partnership, in association with the Pavilion Corporation, was granted designation as developer of the South End Parcel, thereby establishing the "Link". The critical part of the link is the Park Square parcel and the financial support it will generate for the South End parcel.

2. Project Goals

The Pavilion at Park Square has been designed to accomplish a number of specific objectives.

First and primarily, the Pavilion will provide approximately $8.5 million in direct community benefits through the sale of luxury condominiums. The benefits include: the utilization of women and minority business enterprises for professional services; equity participation for women and minority business enterprises; gap financing for transitional and moderate income housing in the South End; a contribution to the Transitional Housing Endowment Fund; and a contribution to the South End Neighborhood Housing Initiative (SENHI) Phase I project. These benefits are in addition to the more common economic benefits such as construction jobs, permanent jobs and increased property tax revenues.

Second, it promotes city living in downtown Boston. One of the original objectives of the Park Plaza Urban Renewal Plan was, "to provide a new 'intown' residential community in the heart of the City." This objective has since been echoed by the recently released Midtown Cultural District Plan. The Pavilion will complement the neighboring Four Seasons Hotel/Condominium and Heritage-on-the-Garden developments by providing an additional 110 luxury condominium units and ground level retail space. Combined, these projects will form a unique and desirable downtown neighborhood.

Finally, the quality of the project's design will improve the overall aesthetic image of the area. Special attention has been paid to the detailing of the facade as well as to the pedestrian environment that surrounds the entire building. Because of the project's proximity to several of Boston's most important public spaces, historic neighborhoods and commercial areas, additional effort has been spent ensuring that it is a sensitive and positive addition to the neighborhood.

3. Design Features

The Park Square parcel, the last remaining site in the Park Plaza Urban Renewal area, is irregularly configured and relatively small. Its location and the limited vistas available from the site present unusual design challenges. Additional restrictions on use, height, and mass are created by the character of the surrounding buildings, the requirements of the BRA, and the Park Plaza Civic Advisory Committee.

The Pavilion will present a detailed brick, stone, and precast concrete facade which will rise by a series of setbacks from a height of 90 feet near the Public Garden/Boston Common end of the site to a height of 163 feet toward the Stuart Street edge. The Pavilion will be visually appealing from all directions. It will be sympathetic to its surroundings and complete and unify the Park Square area. At the same time, the building will make its own distinctive architectural contribution to the area.

The building will contain approximately 25,000 gross square feet of retail space. A high-quality restaurant, with a small outdoor cafe, will be located at the plaza end of the building. A retail area will also be located along the pedestrian/service way, opposite the stores and restaurants on the bottom floor of the Motor Mart Parking Garage. The shops in that area will screen the parking ramps and invite access to the way. The character of the retail tenants will be consistent with the first-class image of the residential and commercial spaces of the building. Tenants will be selected to serve the needs of building occupants and of the emerging residential neighborhood in and around Park Square.

The building will contain approximately 75,000 gross square feet of office space, located on its 2nd through 6th floors. On average, the office floors will contain approximately 15,000 gross square feet of space with a core to wall dimension of approximately 45 feet. This will provide maximum flexibility in the configuration of the interior space for large or small offices, and for the leasing of space to either large or small tenants.

The 3rd through 15th floors will contain approximately 238,000 gross square feet of floor area which will be divided into 110 luxury residential condominium units. The unit configuration on these floors has been designed to take full advantage of attractive views and minimize the impact of less attractive exposures. This was a difficult task given the sites' proximity to the Motor Mart parking garage. In order to gain the best views, it was necessary to "overlap" the residential portion and the office portion on the third through sixth floors.

The stepping back of the building, intended principally to reduce exterior massing and fit the building into its architectural context, affords a number of terraces for individual units. The terraces will be paved and decorated with brick, light colored pre-cast concrete and metal railings. Many will be landscaped. Because the numerous setbacks permit creation of terraces without any overhanging element above, many will have awnings. Most of the units which do not have terraces will have balconies.

A child care center, located on the 4th floor of the building, is presently designed to occupy approximately 1,345 square feet of interior space, and approximately 1,260 square feet located on a large outdoor terrace.

The separate entrances to the residential and office portions of the building are intended to define the separate uses of these two portions of the structure. The two-story office entrance will be more formal and monumental and will be located on the corner of Stuart Street and Charles Street.

The residential entrance will be separated from the street by a group of smaller arches and a two-story "porte cochere." The "porte cochere" will be a sheltered off-street automobile drop-off point for residents only. It will eliminate the traffic congestion on Charles Street which would arise from taxi cab stands or side street drop-off areas. The porte chochere will be designed as an amenity not found in any other residential development

in the City. Because it is the main entrance to luxury residences as well as a space that will be experienced by even the most casual passersby, special attention will be paid to the design quality of the entire area from the street to the entry door.

C. List Federal or State Agencies from which permits or other actions have been or will be sought:

Agency Name	Permit
Massachusetts Dept. of Environmental Quality Engineering:	
- Division of Air Quality Control	Fossil Fuel Utilization Permit
- Division of Water Pollution Control	Sewer Connection Permit
- Division of Water Supply	Water Supply Permit
Massachusetts Water Resources Authority	Sewer Use Discharge Permit
Massachusetts Executive Office of Environmental Affairs/MEPA	Notice of Project Change

NOTE: Each permit listed above will be filed unless further analysis shows that such permit is not required.

D. List any zoning relief required for this project (including any zoning variance, exception, conditional use permit, interim planning permit, zoning map or text change, or Development Impact Project Agreement).

1. The project will require an Interim Planning Permit under the Downtown Interim Planning Overlay District (IPOD), Article 27D, of the current Zoning Regulations. As part of the proposed Midtown Cultural District Plan, the project is expected to substantially comply with the proposed new regulations that are currently undergoing public review and comment.

2. The project will require a Conditional Use Permit for parking accessory or ancilliary to residential uses.

3. The project may require exceptions from certain dimensional requirements such as the parapet setback.

E. List any City agencies from which permits or other actions have been or will be sought, required to be varied or complied with.

1. Boston Redevelopment Authority Board of Directors – Final Designation; Land Disposition Agreement; Amendment to the Urban Renewal Plan to allow for changes brought about by the project.

2. Air Pollution Control Commission – Parking Freeze Permit for non-exempt spaces and exemption for exempt spaces.

3. Committee on Licenses of the Public Safety Commission – Indoor storage of flammables for a parking garage and a garage permit.

4. Public Improvements Commission – Utility connections in the public way; discontinuance of portions of the public way, if necessary.

5. Boston Civic Design Commission – The project will be subject to review by the BCDC as specified under Article 28 of the Boston Zoning Code.

6. Boston Water & Sewer Commission – The project will require a sewer use discharge permit.

NOTE: Each permit or action listed above will be filed unless further analysis shows that such permit or action is not required.

F. List any governmental agencies or programs from which financial assistance for this project is being sought.

None, however, it is important to note that as part of the BRA's Parcel to Parcel Linkage Project II program, this project will contribute $8.5 million in direct community benefits.

II. PROJECT DESCRIPTION

A. Location Map/Survey, Site Plan, and Rendering (Attachment 1)

B. Dimensions

Building Height	163'-4"
Number of Stories	15
Site Area	42,662 sf
Rear Yard	*
Side Yard	*
Loading Bays	1
Parking Spaces (autos)	200-265
Building Gross Square Footage**	338,500 sf
Building Usable Area	286,088 sf
Floor Area Ratio (FAR)	8.0

C. Uses

Proposed Building Uses	Gross Sq. Ft.
Retail/Restaurant/Other Services	25,000
Office	75,000
Day Care Center	1,345
Residential (110 units)	237,155
Parking (200-265 spaces below grade)	--

* To be determined when property lines are finalized.

** To be used for calculation of Floor Area Ratio.

III. ASSESSMENT OF DEVELOPMENT REVIEW COMPONENTS

A. Transportation Component

HMM Associates, Inc. has been retained to prepare the Transportation Access Plan for the project and to act as traffic and transportation engineers. (See Attachment 2, Proposed Transportation Access Plan: Scope of Work.)

1. Traffic Management

Project-generated traffic will have minimal effect on downtown travel volumes, intersection capabilities, and pedestrian circulation (see Attachment 3, Preliminary Transportation Overview). Existing vehicular traffic operations volume data will be analyzed at key study area intersections and used to develop and calibrate, as appropriate, AM peak hour, PM peak hour, and Average Daily Traffic volume levels for the area surrounding the project site. Analysis will also include estimated background traffic growth between 1988 and 1990, attributable to local and regional growth, exclusive of the proposed project; project-related vehicular trips (daily and peak-hour) and distribution on the road network; project use (e.g., residential, office, retail) for both work and non-work trips; and modal split and vehicle occupancy analysis. Public transportation impacts, pedestrian circulation, on-site circulation, and project loading requirements impacts will also be evaluated.

Project location and use will minimize increases in vehicular traffic. Estimated new vehicle trips per day for the project are 338. The proposed Transportation Access Plan will quantify the impacts, and any mitigation measures recommended will be implemented.

2. Parking Management

Parking for the project will be supplied through construction of underground parking which will accommodate 200-265 vehicles. The parking management plan will evaluate the existing study area parking supply, and project parking demands. Measures will be implemented to

reduce parking demand, such as managing a rate structure to favor off-peak or high-occupancy vehicles; reserving spaces for off-peak or high-occupancy vehicles; encouraging mass transportation use; and promoting ride-sharing. The majority of parking spaces are for residential users.

3. Construction Management

Measures will be implemented to mitigate the effects of construction on the surrounding area. These measures will address such aspects as proposed truck routes and schedules, anticipated use of public ways, pedestrian access and safety, storage of materials and equipment, and the number of construction workers' mode of arrival and parking. However, until a construction schedule is firmly established, it is inappropriate to quantify those effects and detail specific management practices.

B. Environmental Protection

1. Wind

HMM Associates, in association with Cermak, Peterka, Petersen, Inc. of Fort Collins, Colorado, will perform a wind tunnel study of the project area to examine pedestrian level winds. Both the Build and No-Build scenarios will be studied. Wind measurements of these scenarios will be compared to each other and BRA wind criteria. It is anticipated that due to the project's scale and design, associated impacts will be small. If, however, the proposed project results in wind velocity increases in excess of BRA criteria, mitigation measures will be defined.

2. Shadows

CBT/Childs Bertman Tseckares & Casendino, Inc. performed a preliminary shadow study for the proposed 163'-4" high building (Attachment 4) and will provide a complete shadow analysis for the DPIR. Shadows cast by the proposed building will generally fall on Charles Street and Park Plaza Lane. Shadows will not fall on the Boston Public Garden or Boston Common.

Massing of the building utilizes a lower (90') portion at the building's north (Park Plaza) end. This is the approximate height of the nearby Piano Row buildings and the portion of the Transportation Building adjacent to Piano Row. The lowered building section will emphasize and minimize the shadowing on adjacent public open spaces including Park Plaza.

3. Daylight

The substantial setbacks on the new structure are expected to alleviate any daylight obstruction on Charles and Stuart Streets.

4. Solar Glare

Materials proposed for the construction of the Park Square Pavilion will be similar to materials currently existing on the Charles Street and Stuart Street block, including a brick and stone base which will reduce the potential of solar glare.

5. Air Quality

Short-term air quality impacts from fugitive dust may be expected during demolition and construction phases. Mitigation methods such as hosing down and removal of spoils from the site using covered trucks will be utilized to effectively minimize this. The modest number of parking spaces (and high anticipated use of public transportation) should minimize negative impacts on air quality. There are no long-term air quality related impacts as a result of minimal peak hour traffic increases.

6. Water Quality

The project site is currently occupied by structures and paved areas, and drains into the City's stormwater system. Redevelopment of the property is not expected to result in increased runoff.

7. Flood Hazard Zones/Wetlands

The project area is not located in a flood hazard zone or wetland.

8. Groundwater

Haley & Aldrich, Geotechnical Engineers, will provide impact analyses and mitigation measures associated with groundwater levels. Minimal impacts upon groundwater from this project are expected.

Based on boring data obtained in the site area by Haley & Aldrich, the groundwater table is located approximately 10 to 15 feet below grade. The direction of the groundwater gradient, if any, has not been determined. Recharge in the area is provided by several sources including the landscaped areas of the nearby Boston Public Garden and Boston Common.

Where the proposed construction excavation extends below the groundwater level, the use of continuous interlocking steel sheeting or concrete diaphragm walls (slurry walls) will be used for the temporary earth support system. These alternatives will minimize the potential for lowering the groundwater table during construction.

The completed structure will be designed with waterproofed cast-in-place concrete foundation walls or concrete diaphragm walls with a waterproofed floor slab at the lowest level. Therefore, there will be no long-term impact on groundwater levels.

9. Geotechnical Impact, Including Subsoil Conditions

Haley & Aldrich will provide impact analyses and mitigation measures associated with excavation operations and soil conditions. Subsurface conditions are extremely favorable and minimal impacts from this project are expected.

Available subsurface data in the site vicinity indicate that the area is underlain by 2 to 15 feet of miscellaneous fill, which in turn is underlain by a 75- to 105-foot thick stratum of interbedded layers of fine sands, silts, and clays. This stratum is underlain by glacial till that overlies the bedrock. The bedrock, Cambridge Argillite, is encountered at depths of 135 feet to 150 feet below grade.

Geotechnical considerations will include foundation construction procedures that will: (1) minimize the impacts on surrounding structures during excavation, (2) minimize noise and vibrations during construction, and (3) maintain groundwater levels outside of the excavation as close as practicable to existing levels during construction and at existing levels following construction.

It is anticipated that the entire structure will be constructed on a concrete mat foundation at the lowest basement level. Tension piles may be required under some of the lower rise areas to resist water pressures where the structure alone is not heavy enough.

10. Solid and Hazardous Waste

Construction of the underground parking structure will result in the generation of large amounts of fill material and unconsolidated soils, roughly estimated at 50,000 cy. Methods and locations of disposal will be identified when appropriate. Solid waste generated by the project is currently estimated to be approximately 8,583 lbs. per day.* This waste will be removed by a licensed contractor.

11. Noise

No significant operational noise impacts are expected. Although some increase in noise associated with increases in peak hour traffic may occur, no significant increases in noise due to traffic is anticipated.

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* 10 lbs. per day per person and 3 persons per 1,000 sf.
286,088 net sf x 10^{-3} x 3 x 10 = 8,583 lbs.

During construction, a temporary increase in noise levels will be associated with construction equipment on-site and increased traffic to and from the site.

12. Construction

HMM will evaluate construction impacts on public safety; prepare routing plans for construction worker commuting and parking, pedestrian activity, trucking and deliveries; and prepare a plan for storage of equipment, and specify hours of construction.

13. Rodent Control

A rodent control program will be established prior to and during construction.

C. Urban Design Component

1. Architectural Compatibility

The building site is irregularily configured and relatively small. Its location and limited vistas available from the site present unusual design challenges. Restrictions on use, height, and mass are created by the character of the surrounding buildings, BRA requirements, and concerns of neighborhood and community groups.

The building responds to these demands with massing appropriate to its context. There is a low section at the Park Plaza end of the site and a higher "pavilion" section at Stuart Street providing a transition to the significantly taller "57" Hotel.

A series of setbacks compliment a similar setback configuration on the Transportation Building. One setback conforms to the height of the Piano Row buildings and the adjacent Motor Mart parking garage. Also, the building is highly detailed and will be visually appealing from all directions.

Overall, the building imparts a sense that it "fits" properly in its context. A symmetrical effect is created when the area is viewed from the perspective of the Boston Common.

2. Relationship to Sub-District Urban Design Features

The project has been designed to substantially comply with guidelines contained in the BRA's Request For Proposals (RFP) for the Park Square project as well as the Midtown Cultural District Plan. As such, the project will contain day care and cultural uses. The project will also provide a significant amount of ground-level retail space in addition to a restaurant. These uses will help to enliven the street and the neighborhood. The 110 residential units will help to complete and strengthen the already forming Park Plaza neighborhood. The massing of the building has been designed so that there are numerous setbacks to conform with the surrounding buildings. A major advantage of the setbacks is the opportunity for open terraces that add more vitality to the building's upper floors.

3. Quality of Pedestrian Environment

Access to and use of the site, from a pedestrian's perspective, has been carefully considered. The entire perimeter of the ground floor has been designed to relate to the pedestrian. Primary entries are located at three different points, spreading out pedestrian interest and activity. The primary entries are: the office entry/lobby with its own tower-like expression at the corner of Charles and Stuart Streets, the residential entry/lobby located off the porte cochere on Charles Street, and the restaurant entrance located off Park Plaza Lane. These primary entrances are complimented by numerous additional retail entries located on all sides of the building. A special opportunity afforded to the Pavilion is the ability to integrate the Emancipation Group Monument into the street level pedestrian environment. Major streetscape improvements will be made including new paving materials, street lighting and landscaping. Numerous retail shops will also be located along this area to add vitality and to

compliment the other shops located on Charles and Stuart Streets. Automobile access to the parking garage is located off Stuart Street and service access is located off the proposed pedestrian/serviceway along Broadway.

4. Consistency with Established Design Guidelines

As set forth in the urban design guidelines for Park Plaza, the proposed building must successfully fit in with the existing architectural context of the area. In particular, the project must fit in with the distinctive and historic character of the Back Bay, Bay Village, and Park Plaza neighborhoods. Use of brick and stone, and traditional facade design and articulation are required to ensure that the development's design compliments its context.

In following the spirit and intent of these guidelines, the architects and developers have met on a bi-weekly basis with the BRA staff to review and discuss the project plans. The result has been useful and positive. In addition, the architects have met with the Park Plaza Civic Advisory Committee at each of their regularly scheduled meetings to solicit the group's input.

Participation with other agencies, such as the Boston Landmarks Commission and Boston Civic Design Commission, will occur as the design proceeds.

D. Housing Preservation Component

1. Relationship of project to creation of affordable dwelling units.

The project does not result in the reduction of existing dwelling units; however, as part of the Parcel to Parcel Linkage Program, the Pavilion at Park Square will directly contribute $1 million to the Transitional Housing Endowment Fund; $500,000 to underwrite the affordability of 25 housing units in the SENHI Phase I Project; and $5 million in gap financing to cover development fees and the development cost gap for the transitional and on-site moderate income units in the South End component of the program.

2. Payment in lieu to Neighborhood Housing Trust.

No payments are required under Articles 26A and 26B of the Boston Zoning Code.

E. Historic Resources Component

1. Impact on objects, structures, buildings, sites, or districts of historic, architectural, archaeological or cultural distinction.

While the site is located in an area steeped with history, most of what abuts the site has been recently redeveloped. To the east is the Transportation Building; to the north is the Four Seasons Hotel/Condominiums; to the west is the Motor Mart Garage, and to the south is the 57 Hotel. Just beyond these buildings, however, is the historic Park Plaza Hotel and toward the downtown historic Piano Row. All together, these buildings establish the architectural context for this project. The location of the site requires that the design of the project be sensitive to the history of the area and the highly diverse architectural nature of the surrounding properties. Through the use of materials, setbacks and fenestrations, the project is being designed to contribute to the architectural vitality of the area.

One very important historical element, although not a part of the actual project site, that will be improved as part of the project is the 1879 Emancipation Group Monument designed by Thomas Barr. Improvements to the park that surrounds the monument are planned to enhance the monument's visual presentation as well as to increase accessibility to the statue.

2. Landmark status of the property (Boston Landmark, State Register of Historic Places, National Register of Historic Places).

The site is not located in a historic district and is essentially vacant except for a small non-historic structure that will be demolished.

F. Infrastructure System Components

1. Anticipated Water Consumption, if known

Water consumption is estimated at approximately 48,700 gpd (based on an estimate of 110 percent of sewage generated per Massachusetts Title V). However, actual consumption may be less since Title V rates for sewage are generally double the actual sewage generation. A more accurate projection will be provided in the DPIR. Water-conserving methods, materials, and systems will be incorporated in the design of the project.

2. Anticipated Electricity Consumption, if known

The project may require roughly 16,000 killowatts of electricity per day, although more accurate projections will be provided in the DPIR.

3. Anticipated Sewage Generation, if known

Based on Massachusetts Title V generation rates, the project is estimated to produce 44,300 gpd sewage, although more accurate projections will be provided in the DPIR.

4. Anticipated Energy Requirements, if known

The project may require roughly 36 million BTU per day, although more accurate projections await construction documents and will be provided in the DPIR.

IV. COORDINATION WITH OTHER GOVERNMENTAL AGENCIES

Note anticipated jurisdiction of the following:

A. Boston Civic Design Commission Review

As a "project of special significance" under Article 28 of the Boston Zoning Code, the project comes under the jurisdiction of the Boston Civic Design Commission. A variance or interpretation will be sought, if necessary, because the Commission is not yet operational.

B. Boston Landmarks Commission Review

No Boston Landmarks Commission review is required.

C. Massachusetts Environmental Policy Act (MEPA) Requirements

Notice of Project Change will be simultaneously submitted to EOEA.

D. Architectural Access Board Requirements

The project will be designed to comply with the requirements of the Architectural Access Board.

PROJECT'S CERTIFICATION

This form has been circulated to all agencies and persons as required by Boston Zoning Code, Article 31, Section 31-5(1).

Signature of Proponent's Representative

Eden G.R. Milroy, Vice President
The Pavilion Corporation
400 Franklin Street
Braintree, MA 02184

8/15/88
Date

Signature of Person Preparing

Mitchell L. Fischman, Sr. Project Manager
HMM Associates, Inc.
336 Baker Avenue
Concord, MA 01742

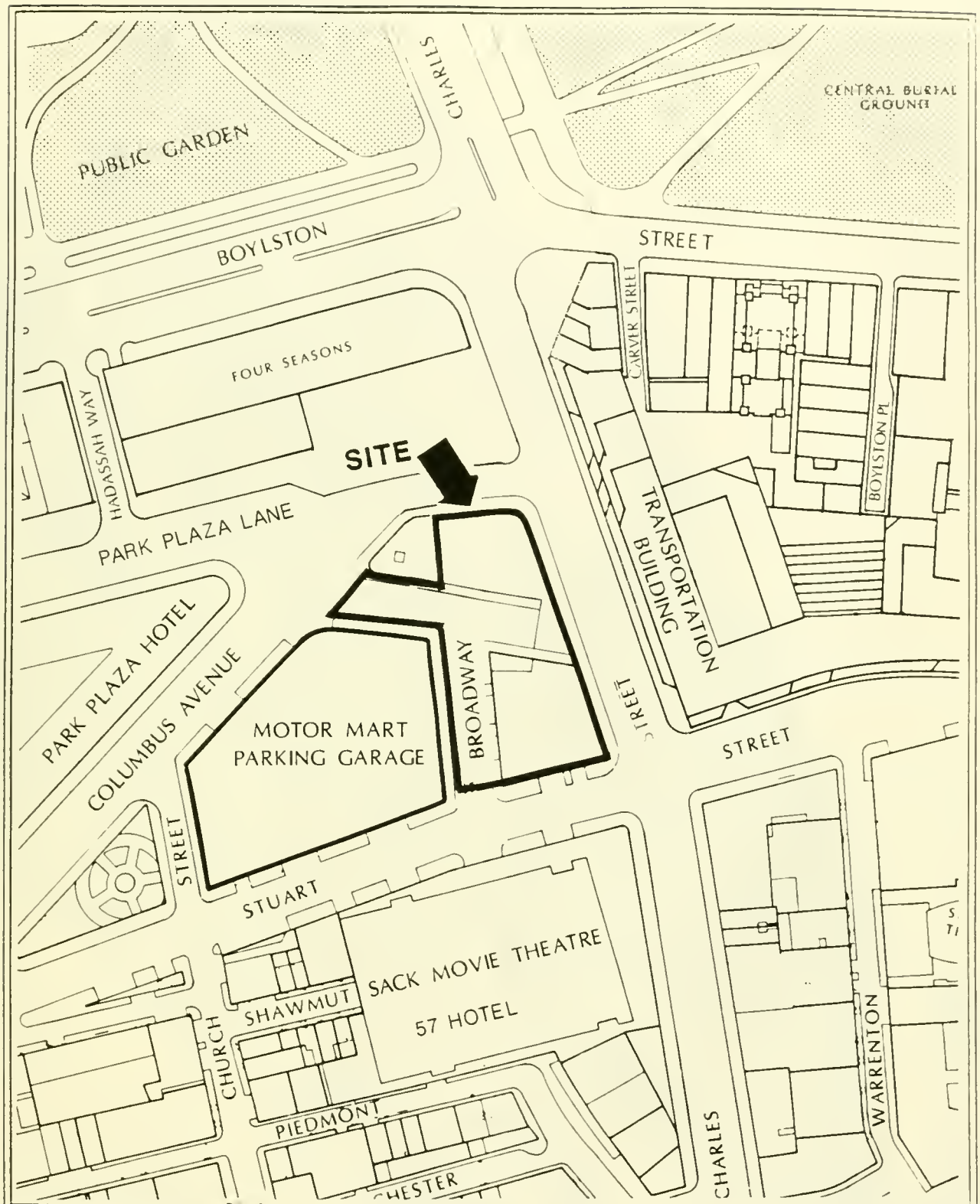
8/15/88
Date

ATTACHMENTS

The
Pavilion
at
PARK SQUARE

ATTACHMENT 1

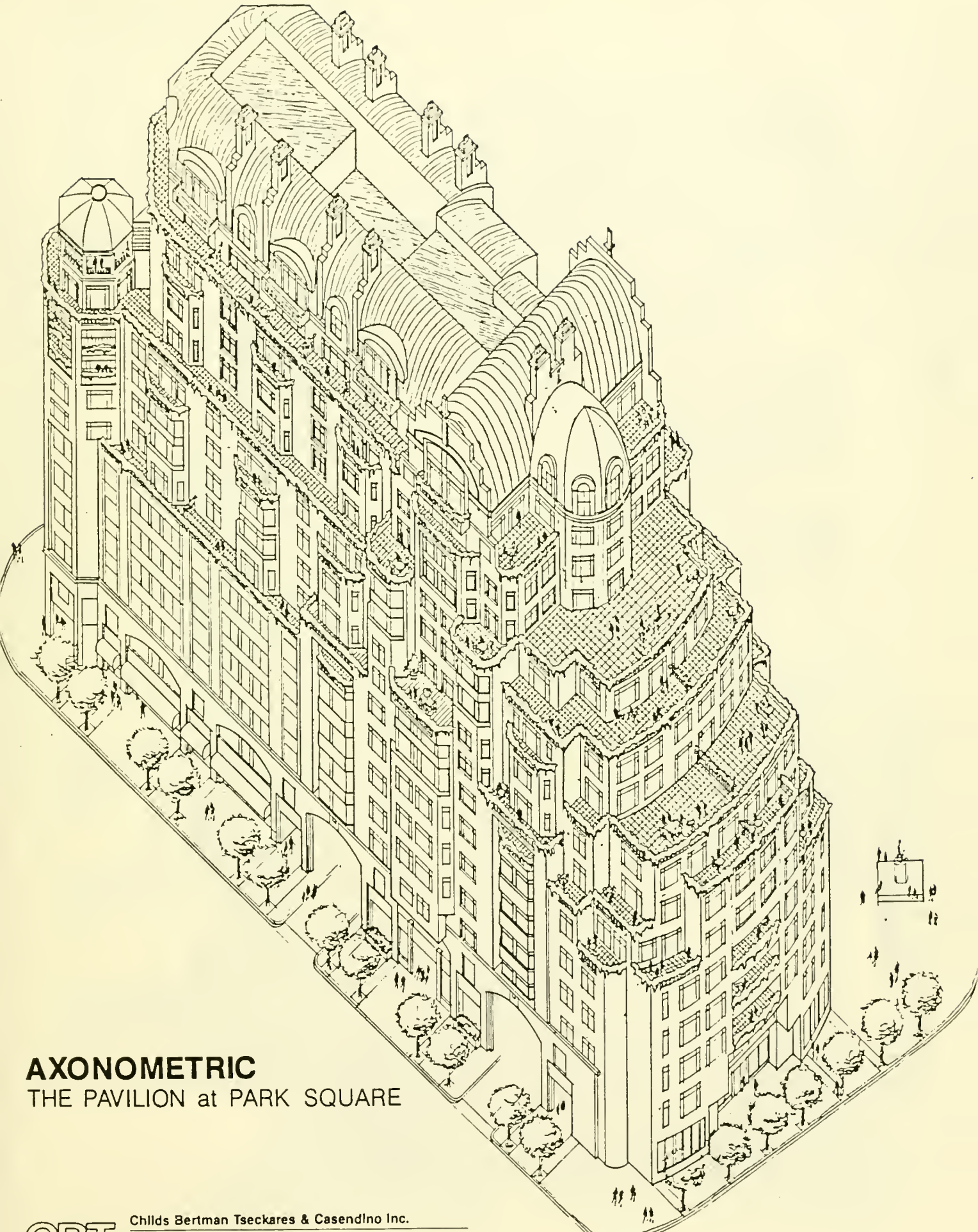
PAVILION AT PARK SQUARE SITE LOCATION MAP
ARCHITECTURAL RENDERINGS
ARCHITECTURAL MODEL PHOTOGRAPH
BUILDING FLOOR PLANS



Attachment 1

Site Location Map

THE PAVILION AT PARK SQUARE



AXONOMETRIC

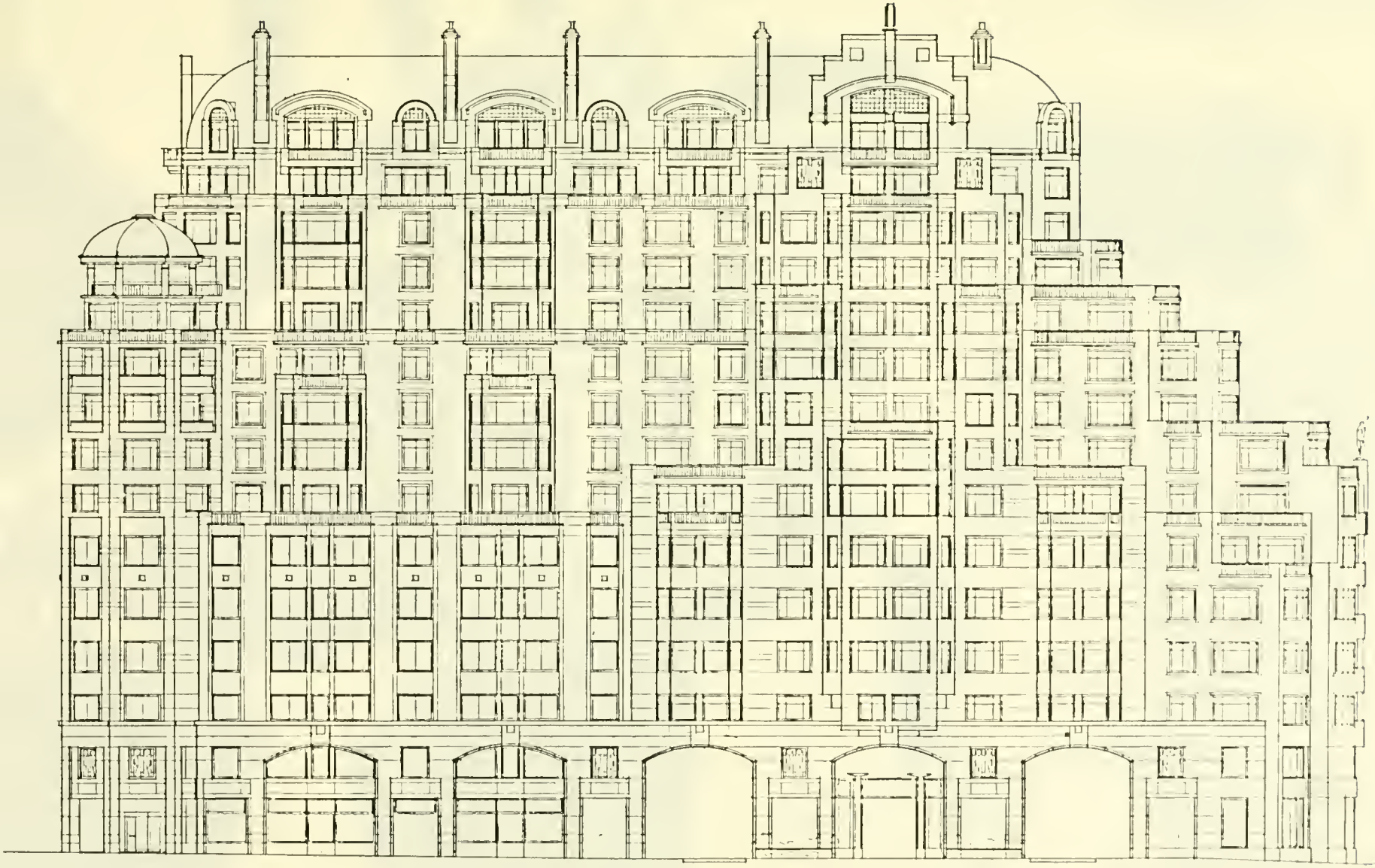
THE PAVILION at PARK SQUARE

CBT

Childs Bertman Tseckares & Casendino Inc.

306 Dartmouth Street Boston Mass 02116 Tel 617-262-4354

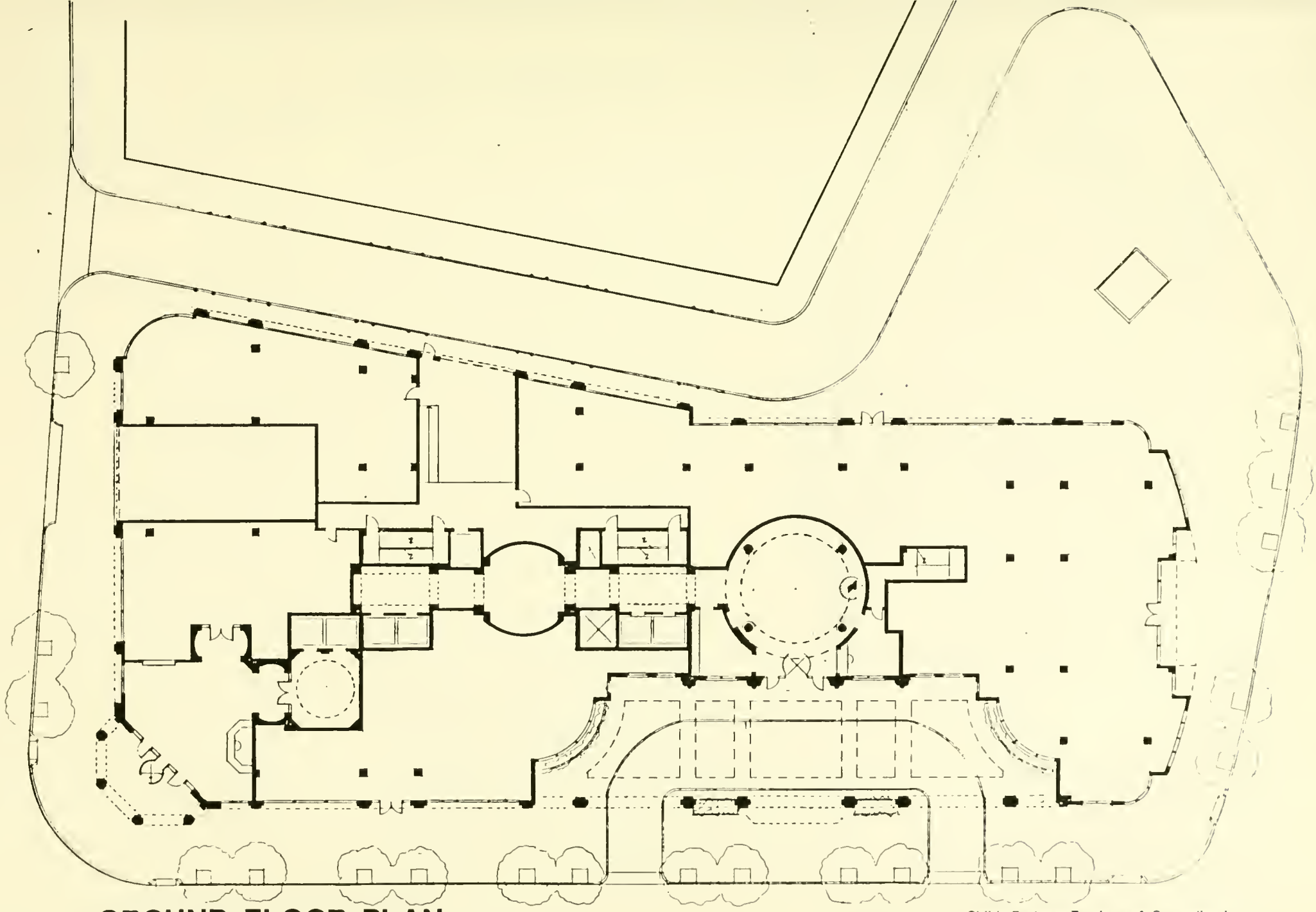
Architecture Landscape Architecture Neighborhood Planning Interior Design



EAST ELEVATION SCALE: 1/32

THE PAVILION at PARK SQUARE

CBT Childs Bertman Tseckares & Casendino Inc.
306 Dartmouth Street Boston Mass 02116 Tel 617 262 4354
Architecture Landscape Architecture Neighborhood Planning Interior Design



GROUND FLOOR PLAN SCALE: 1/32

THE PAVILION at PARK SQUARE

CBT

Childs Bertman Tseckares & Casendino Inc.

306 Dartmouth Street Boston Mass 02116 Tel 617 262 4354

Architecture Landscape Architecture Neighborhood Planning Interior Design

ATTACHMENT 2

PROPOSED TRANSPORTATION ACCESS PLAN:
SCOPE OF WORK

PROPOSED TRANSPORTATION ACCESS PLAN: SCOPE OF WORK

The Pavilion Corporation is prepared to complete all aspects of the Transportation Access Plan study to be scoped per Section 31-6 of Article 31 of the BRA's Development Review Requirements.

The Pavilion Corporation has hired HMM Associates to prepare the Transportation Access Plan, which will consist of a Traffic Management Element, a Parking Management Element, a Construction Management Element, and a Monitoring Element. The following outlines our proposed Scope of Work for the Transportation Access Plan.

Task 1: Traffic Management Element

The Traffic Management Element of the Proposed Transportation Access Plan will focus on an assessment of the following items:

Existing Conditions

The Plan will describe existing conditions in the project area including the roadway network, circulation and traffic volumes, pedestrian volumes, parking supply and demand, the public transportation system, and the probable project impacts, as outlined below. The proposed transportation study area is bounded by Boylston Street on the north, Charles Street on the east, Stuart Street on the south, and Arlington Street on the west. In addition, the Plan will evaluate on-site circulation, loading activities, and parking associated with the project.

Traffic volume data collected for previous studies will used to the extent possible. To adequately meet the likely requirements of the Boston Transportation Department and the Boston Redevelopment Authority, the Plan will complete updated AM and PM peak hour traffic counts at the following intersections:

- Charles Street at Stuart Street;
- Stuart Street at 57 Garage;
- Charles Street at Providence Street;
- Charles Street at Boylston Street;

- o Arlington Street at Boylston Street;
- o Arlington Street at St. James Avenue; and
- o Arlington Street at Stuart Street/Columbus Avenue.

This data will be used to develop and calibrate, as appropriate, AM peak hour, PM peak hour and Average Daily Traffic volume levels for all study area locations. Traffic flow maps will be developed for AM and PM peak hour periods. Summary tables showing average weekday traffic volume levels for all key roadway sections will also be developed. The analysis will include maps and plans at 1:200 foot scale that identify the project and study area and all proposed changes in the street network. The following will also be evaluated:

1) Background traffic growth between 1988 and 1990, attributable to local and regional growth exclusive of the proposed project will be estimated.

2) Project Trip Generation Estimates will be developed, taking into account:

   a) Project-related vehicular trips (daily and peak-hour) and distribution on the road network. For each project use (e.g. residential, office, retail), an analysis will be performed for both work trips and non-work trips. HMM will use our Transportation Impact Planning (TIP) model for this task.

   b) Modal split and vehicle occupancy analysis.

3) Vehicular traffic operations will be analyzed at the key study area intersections. This will include an evaluation of operations under the following roadway conditions:

   a) Existing traffic flow.

   b) "English" style treatment of Boylston Street with Providence Street open.

   c) "English" style treatment of Boylston Street with Providence Street closed.

4) Public transportation impacts will be indentified, including:

   a) Location and availability of public transportation facilities.

   b) Demand and capacity of system in the study year for each mode (daily and peak–hour).

5) Pedestrian circulation will be evaluated. Tasks will include:

   a) Peak area and noon pedestrian flow counts along Charles Street and Providence Street, in the vicinity of the proposed project.

   b) Demand and capacity analysis on project area sidewalks along Charles Street (daily and peak hours).

   c) Assessment of pedestrian circulation and connections to public transportation stations and stops.

6) On–site circulation will also be evaluated. The Plan will identify:

   a) Site plan showing proposed entrances, exits, and circulation patterns for pedestrians and vehicles.

   b) Location of handicapped access.

   c) Taxi drop–off and pick–up areas.

   d) Areas of possible pedestrian–vehicle conflict.

   e) Proposed curb cuts and/or sidewalk changes.

7) Project loading requirements and impacts will focus on evaluations of:

   a) Anticipated delivery volume and schedule.

   b) Number, location, and dimensions of docks.

Task 2: Parking Management Element

The Plan will describe the parking management plan for this project, including the following:

1) Parking Supply and Demand

   a) Existing study area parking supply.

   b) Proposal's impact on demand for parking among different user groups (demand/supply analysis).

   c) Number of spaces provided, indicating public and private spaces as well as allocation among different project uses (e.g. residential, office, retail).

   d) Impact of displacement of current parking on site.

   e) Evidence of compliance with City of Boston parking freeze requirements.

2) Parking Plan

   a) Site plan showing layout, ramps, vehicle and pedestrian access, location of entrance gate, and size of parking spaces.

   b) A description of the parking plan (e.g. valet, self-park with manned booth, mechanical gate) and queuing capacity.

3) Mitigation Measures

   a) Measures to manage parking demand and optimize use of available parking spaces, including:

      - Proposed rate structures(s)
      - Ride-sharing incentives and information dissemination

- o Reserved spaces for high-occupancy vehicles: number and location
- o Reserved spaces for off-peak parkers (spaces to open at 9:30 or 10:00 a.m.)

b) Measures to encourage mass transportation use, including:

- o Mass transit information dissemination
- o MBTA pass sales and subsidies
- o Direct station links or pedestrian connections

c) Measures to promote ride-sharing, including:

- o Participation in public ride-sharing program
- o Ride-sharing incentives and information dissemination
- o Reserved spaces for high-occupancy vehicles: number and location

d) Measures to reduce peaking, including:

- o Flexible work hours
- o Schedules for service and goods deliveries

Task 3: Monitoring and Reporting Measures

Annual monitoring reports will be required detailing the performance of the project against stated goals and projections of trip generation, modal split, vehicle occupancy and peak hour percentage. Verification will also be required of the execution of mitigation measures described in the proposed Access Plan. The proposed Access Plan will outline commitments to monitor these factors through vehicle counts and employee/resident surveys.

Task 4: Construction Management Plan

The Transportation Department, in cooperation with the Inspectional Services Department, requires a Construction Management Plan for major projects. This plan will develop in detail a plan to minimize the construction impacts of the project.

The construction management plan will focus on:

- o Proposed truck routes and schedules
- o Anticipated use of public ways
- o Pedestrian access and safety
- o Storage of materials and equipment
- o Number of construction workers and mode of arrival

In addition, the Access Plan will propose measures to mitigate these construction impacts, such as the following:

- o Time and routes of truck movements
- o Storage of materials and equipment

ATTACHMENT 3

PRELIMINARY TRANSPORTATION OVERVIEW

gift Co 134

PRELIMINARY TRANSPORTATION OVERVIEW

THE PAVILION AT PARK SQUARE

Prepared for:

PAVILION LIMITED PARTNERSHIP
P.O. Box 9059
Braintree, Massachusetts

Prepared by:

HMM ASSOCIATES INC.
ENGINEERS, ENVIRONMENTAL CONSULTANTS & PLANNERS
336 Baker Avenue • Concord • Massachusetts 01742 • (617)371-1692

HMM ASSOCIATES INC.
ENGINEERS, ENVIRONMENTAL CONSULTANTS & PLANNERS

MEMORANDUM

TO: PARK PLAZA CIVIC ADVISORY COMMITTEE

FROM: HMM ASSOCIATES, INC.

DATE: JULY 13, 1988

SUBJECT: THE PAVILION AT PARK SQUARE
PRELIMINARY TRANSPORTATION OVERVIEW/PROGRESS REPORT

HMM Associates, Inc. (HMM) is in the process of completing a Preliminary Transportation Overview for the Pavilion Project at Park Square. Some of the information investigated for this overview includes:

1) Existing AM and PM peak hour turning movements at five (5) intersections surrounding the Pavilion site including Level of Service operation.

2) Assignment of project vehicle trips from the proposed Pavilion project for daily, AM peak, and PM peak hours by land use (i.e., residential, office, retail).

3) Project impacts on pedestrian traffic during the AM and PM peak hours.

4) An evaluation of project impacts given two (2) vehicle access alternatives including residential drop–off/pick–up along Charles Street ("Porte Cochere") – with Providence Street open and closed, and residential access road through development from Charles Street – with Providence Street open and closed. These combinations of access to and through the site lead to analysis of four (alternative) patterns.

A complete transportation overview will be made available to the CAC following integration of CAC and project developer comments into the narrative.

A Traffic Access Plan as mandated by BRA's Article 31 and Boston Transportation Department requirements will provide information on the detailed access strategy selected by the developer and will suggest mitigation measures to reduce any transportation impacts from the proposal.

cc: The Pavilion Corporation

Enclosure
2680–1/1501E

336 Baker Avenue • Concord • Massachusetts 01742 • (617) 371-1692

1. DATA COLLECTION

1. Field Inventory

   - Geometrics
   - Signal Timing
   - On-Street Parking

2. AM & PM Peak Hour Turning Movement Counts

   - Charles Street at Boylston Street
   - Charles Street at Providence Street
   - Charles Street at Transportation Center Garage
   - Charles Street at Stuart Street
   - Stuart Street at 57 Garage/Broadway

2. PROJECT TRIP GENERATION

TABLE 2-1

DAILY PERSON TRIP GENERATION

	Use		Person Trip Rate Per Dwelling Unit or SF In	Person Trip Rate Per Dwelling Unit or SF Out	Source	Person Trips In	Person Trips Out
•	Residential (110 Units)		4.5	4.5	(1)	495	495
•	Office (80,000 SF)	- Employee	4.1	4.1	(2)	328	328
		- Non-Employee	2.5	2.5	(3)	200	200
		- Total	6.6	6.6		528	528
•	Retail (20,000 SF)	- Employee	2.7	2.7	(3)	54	54
		- Non-Employee	15.6	15.6	(3)	312	312
		- Total	18.3	18.3		366	366
	Total Daily Person Trips					1389	1389

Source: (1) Trip Generation Manual, 4th Edition, Institute of Transportation Engineers, 1988. ITE vehicle trips converted to person trips assuming an average of 1.4 persons per car and a 10% allowance for non-auto travel. These rates produce a slightly higher person trip generation for peak hour periods than surveys have indicated at the Prudential Center and Tremont on the Common, however, are considered acceptable for this study.

(2) Prudential Survey, Cambridge Systematics, 1987

(3) 500 Boylston Street Project DEIR, Skidmore, Owings, Merrill, et. al., October 1984; Copley Place EIR, HMM Associates, Inc., 1980

TABLE 2-2
PEAK HOUR PERSON TRIPS

Use		Rate or % Peak Hour Contribution In	Out	Source	Peak Hour Person Trips In	Out
• AM Peak Hour						
Residential* (110 Units)		.11	.57	(1)	12	63
Office** (80,000 SF)	- Employee	55%	0%	(3)	180	0
	- Non-Employee	10%	0%	(3)	20	0
Retail** (20,000 SF)	- Employee	10%	0%	(3)	5	0
	- Non-Employee	0%	0%	(3)	0	0
Total AM Peak Hour					217	63
• PM Peak Hour						
Residential*		.58	.29	(1)	64	32
Office**	- Employee	0%	55%	(3)	0	180
	- Non-Employee	0%	20%	(3)	0	40
Retail**	- Employee	10%	20%	(3)	5	11
	- Non-Employee	5%	10%	(3)	16	31
Total PM Peak Hour					85	294

Source: (1) Trip Generation Manual, 4th Edition, Institute of Transportation Engineers, 1988. ITE vehicle trips converted to person trips assuming an average of 1.4 persons per car and a 10% allowance for non-auto travel. These rates produce a slightly higher person trip generation for peak hour periods than surveys have indicated at the Prudential Center and Tremont on the Common, however, are considered acceptable for this study.

(2) Prudential Survey, Cambridge Systematics, 1987

(3) 500 Boylston Street Project DEIR, Skidmore, Owings, Merrill, et. al., October 1984; Copley Place EIR, HMM Associates, Inc., 1980

* Trips per dwelling unit

** Indicates the percentage of daily trips, by trip type, made during the peak hour.

TABLE 2-3

MODAL SPLIT

Use		Walk	Transit	Auto	Source
Residential		45%	30%	25%	(1, 2)
Office	- Employees	4%	51%	45%	(3)
	- Non-Employees	26%	17%	57%	
Retail	- Employees	16%	58%	26%	(3)
	- Non-Employees	55%	23%	22%	

Source: (1) Diversity and Change, 1970-1980, BRA, 1986

(2) Transportation Study and Access Plan for Parkside West, HMM Associates, Inc., 1987

(3) Prudential Survey, Cambridge Systematics, 1987

TABLE 2-4

PERSON TRIPS BY MODE

- Residential

Person Trips By Mode	Average Daily Arrivals	Average Daily Departures	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
Walk	222	222	5	28	29	14
Transit	149	149	4	19	19	10
Auto	124	124	3	16	16	8
TOTAL	495	495	12	63	64	32

- Office

	Transit			Walk			Auto			Total Person Trips
	Employee	Other	Total	Employee	Other	Total	Employee	Other	Total	
Daily										
IN	167	34	201	13	52	65	148	114	262	528
OUT	167	34	201	13	52	65	148	114	262	528
AM Peak Hour										
IN	92	3	95	7	5	12	81	12	93	200
OUT	0	0	0	0	0	0	0	0	0	0
PM Peak Hour										
IN	0	0	0	0	0	0	0	0	0	0
OUT	92	7	99	7	10	17	81	23	104	220

- Retail

	Transit			Walk			Auto			Total Person Trips
	Employee	Other	Total	Employee	Other	Total	Employee	Other	Total	
Daily										
IN	31	50	81	9	181	190	14	81	95	366
OUT	31	50	81	9	181	190	14	81	95	366
AM Peak Hour										
IN	3	0	3	1	0	1	1	0	1	5
OUT	0	0	0	0	0	0	0	0	0	0
PM Peak Hour										
IN	3	4	7	1	8	9	1	4	5	21
OUT	6	7	13	2	17	19	3	7	10	42

TABLE 2-5

PROJECT VEHICLE TRIPS

Auto Occupancy*	Employee	Non-Employee
Residential	-	1.5 persons/auto
Office	1.5 persons/auto	1.2 persons/auto
Retail	1.4 persons/auto	1.6 persons/auto

	Residential	Office			Retail			Total Vehicle Trips
		Employee	Other	Total	Employee	Other	Total	
Daily								
IN	83	99	95	194	10	51	61	338
OUT	83	99	95	194	10	61	61	338
AM Peak Hour								
IN	2	54	10	64	1	0	1	67
OUT	11	0	0	0	0	0	0	11
PM Peak Hour								
IN	11	0	0	0	1	3	4	15
OUT	5	54	19	73	2	4	6	84

* Source: Copley Place EIR, HMM Associates, Inc., 1980; 500 Boylston Street Project DEIR, Skidmore, Owings, Merrill, et. al., October 1984

4.1 Transit/Pedestrian

- Pedestrian traffic increased by 899 one-way trips daily
    - 468 walk
    - 431 walk to/from transit
- AM peak hour inbound pedestrian trips
    - 17 walk
    - 117 walk from transit
- PM peak hour outbound pedestrian trips
    - 64 walk
    - 131 walk to transit
- Existing Pedestrian Volumes (two-way) in the vicinity of the proposed project during the PM peak hour
    - Charles Street west side = 55
    - Charles Street east side = 135

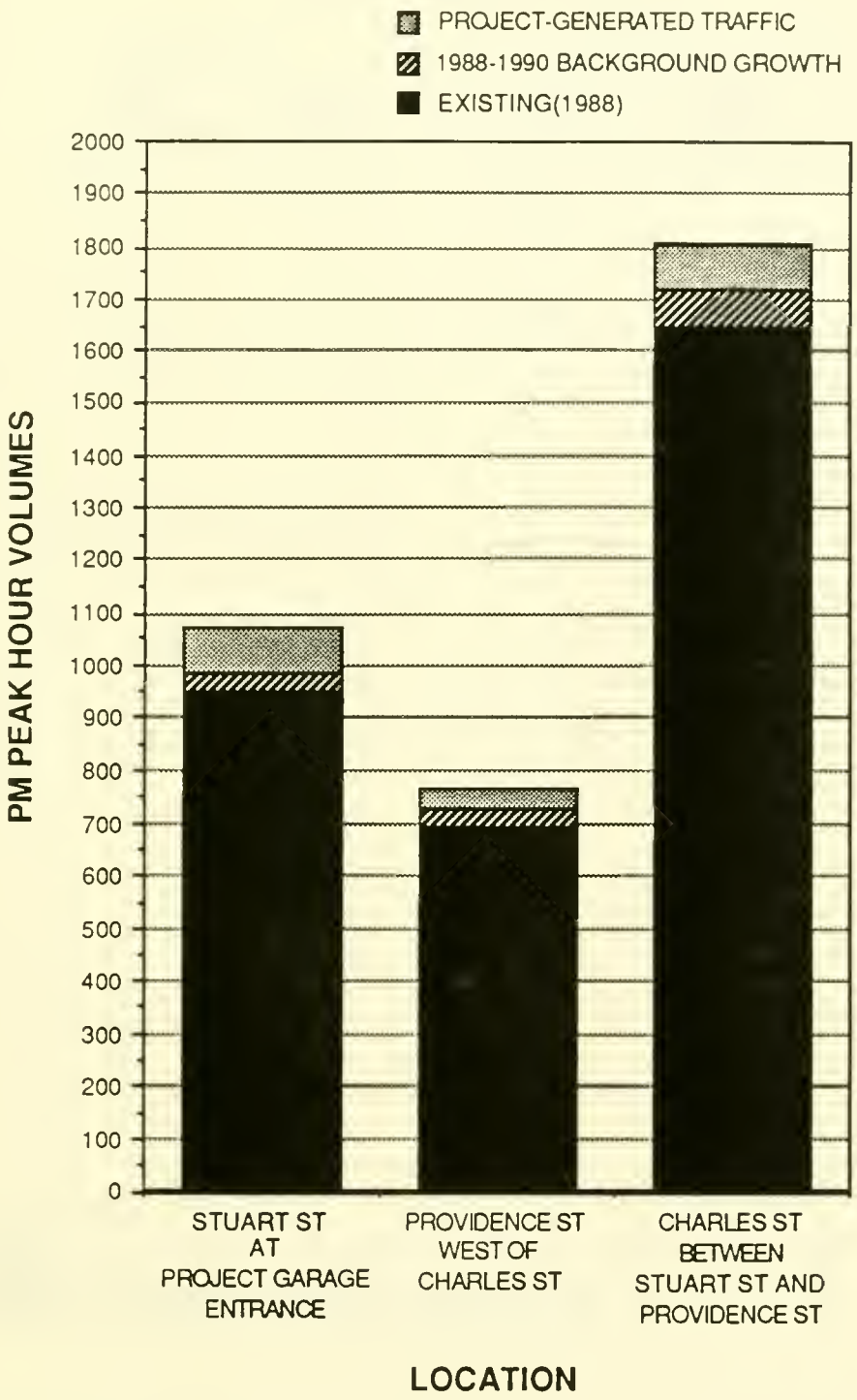


FIGURE 1
TRAFFIC VOLUME INCREASES

LEVEL OF SERVICE SUMMARY

	1988 Existing				1990 No Build				1990 Build			
	AM		PM		AM		PM		AM		PM	
Intersection	LOS*	RC**	LOS	RC	LOS	RC	LOS	RC	LOS	RC	LOS	RC
Unsignalized												
Stuart Street/ 57 Garage	B	333	C	274	B	315	C	251	C	288	C	247
Charles Street/ Transportation Garage	A	496	B	382	A	476	B	359	A	475	B	344
Stuart Street/ Site Drive	-	-	-	-	-	-	-	-	D	199	D	151
Intersection	LOS	AD***	LOS	AD	LOS	AD	LOS	AD	LOS	AD	LOS	AD
Signalized												
Stuart Street/ Charles Street	C	18.6	C	18.7	C	22.1	C	20.7	C	22.1	C	20.8
Boylston Street/ Charles Street	C	19.6	C	21.1	C	20.4	C	21.8	C	20.4	C	21.9

---

* LOS = Level of Service
** RC = Reserve Capacity
*** AD = Average Delays - Overall intersection average delay in seconds

3.4 Truck and Taxi Trip Generation

Truck Trip Generation

Use	Truck Trip Generation Rate (One-Way, Trucks/Day)	% in Peak Hour (PM)	Truck Volume	
			Daily	PM Peak Hour
Residential	-negligible	-	-	-
Office	.11/1000 sf[1]	15%[1]	9	2
Retail	.24/1000 sf[2]	15%[1]	5	1

Daily Taxi Arrivals

Generation Rate	Office .75 arrivals per 100 person trips[3]	Retail .75 arrivals per 100 person trips[3]	Residential .75 arrivals per 100 person trips[4]
Taxi Trips (one-way)	4	3	4

Source: (1) Transportation/Traffic Analysis for 101 Federal Street, HMM Associates, 1984
(2) Copley Place EIR, HMM Associates, 1980
(3) Highway Research Board Report No. 62, Urban Travel Patterns for Hospitals, Universities, Office Buildings and Capitols, 1969
(4) Assumed to be the same as office and retail uses.

Alternative	Assumed Street Network	Proposed Project Access	Impacts
1A	With Existing Street Network	• Garage access via Stuart Street • Residential drop-off, pick-up along Charles Street ("Porte Cochere")	• Estimated 6 residential vehicles (including taxi trips) using drop-off during PM peak hour will present no queuing or operation problems. • Garage will operate with some delays to vehicles exiting the garage during the PM peak hour, but will not significantly impact operations along Stuart Street. • Loading/delivery vehicle access will be provided along Broadway. Projected truck volumes are light and would not impact operations. • Overall - Access alternative will provide acceptable service levels.
1B	With Providence Street closed, two-way (English Style) Boylston Street	• Garage access via Stuart Street • Residential drop-off, pick-up along Charles Street ("Porte Cochere")	• Estimated 6 residential vehicles (including taxi trips) using drop-off during PM peak hour will present no queuing or operation problems. • Garage will operate with some delays to vehicles exiting the garage during the PM peak hour, but will not significantly impact operations along Stuart Street. • Circulation route for residential drop-offs will be lengthened. • Truck/delivery access will be less direct • Overall, access alternative will provide acceptable service levels, however, circuitous routing will be increased.

Alternative	Assumed Street Network	Proposed Project Access	Impacts
2A	With Existing Street Network	• Garage access via Stuart Street • Service Road through development from Charles Street to Broadway	• Estimated 6 residential vehicles (including taxis) plus 2 trucks are projected to use the Charles Street access during PM peak hour. • This alternative will likely attract some additional cut-through traffic from the Providence Street left turn. • Garage will operate with some delays to vehicles exiting the garage during the PM peak hour, but will not significantly impact operations along Stuart Street. • Overall, access alternative will provide acceptable service levels but may be impacted if cut through, traffic is not discouraged
2B	With Providence Street closed, two-way (English-Style) Boylston Street	• Garage access via Stuart Street • Service Road, through development, from Charles Street to Broadway	• Estimated 5 residential vehicles (including taxis) plus 2 trucks are projected to use the Charles Street access during PM peak hour. • Major cut through traffic potential, up to 600 vehicle trips could be expected if not physically discouraged. Loading and servicing, as well as residential drop-off/access, would be significantly impacted if this increase in cut through traffic were realized. • Overall, access alternative not recommended due to potential for significant cut through traffic, through the development.

ATTACHMENT 4

PRELIMINARY SHADOW STUDIES

THE PAVILION at PARK SQUARE

SHADOW STUDY

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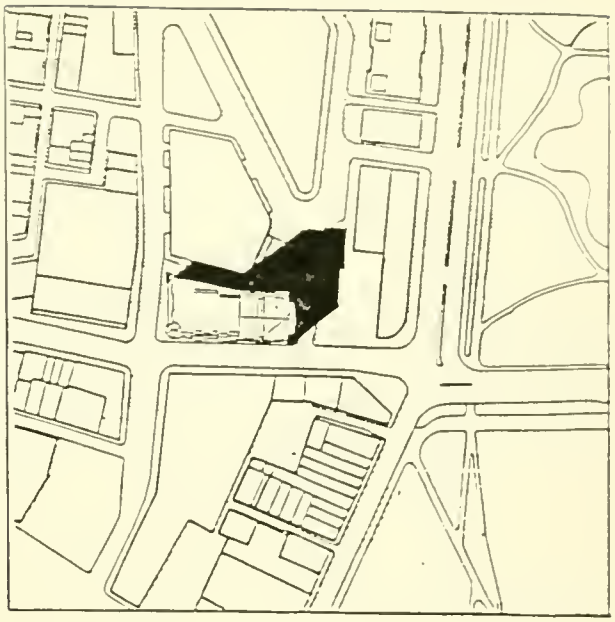

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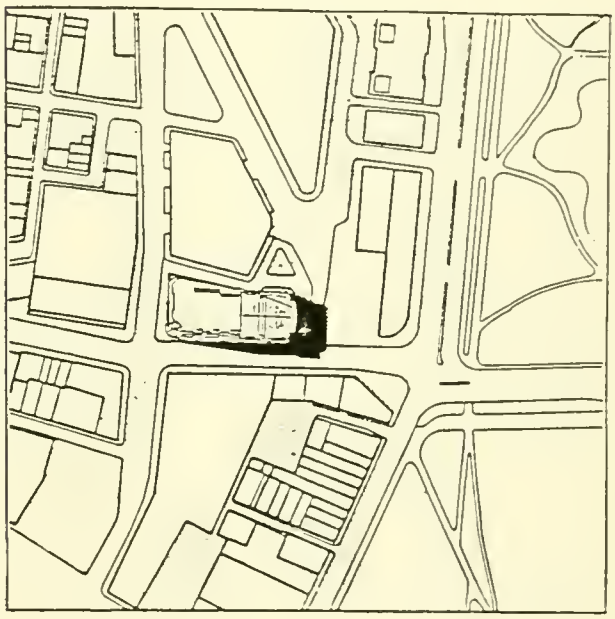

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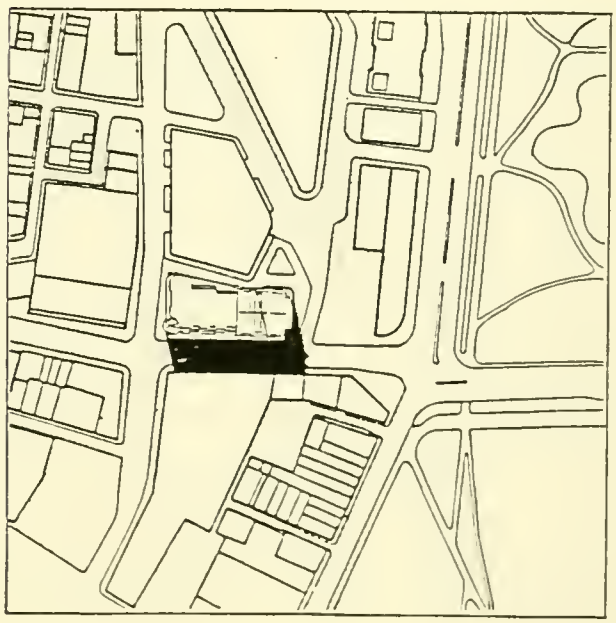
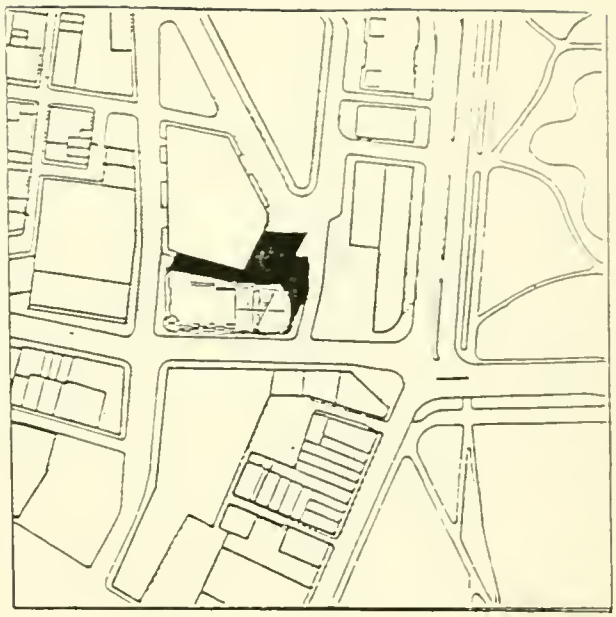


CBT Childs Bertman Tseckares & Casendino Inc.
306 Dartmouth Street Boston Mass 02116 Tel 617 252 4354
Architecture Landscape Architecture Neighborhood Planning Interior Design

THE PAVILION at PARK SQUARE

SHADOW STUDY

JUNE 21 **9:00 AM**



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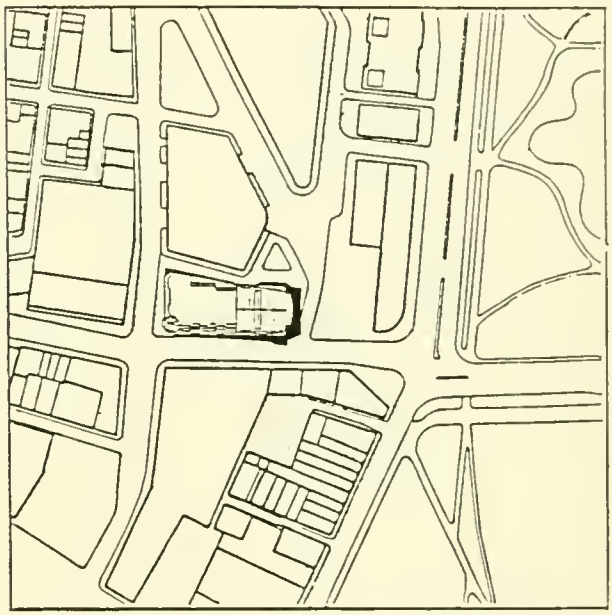

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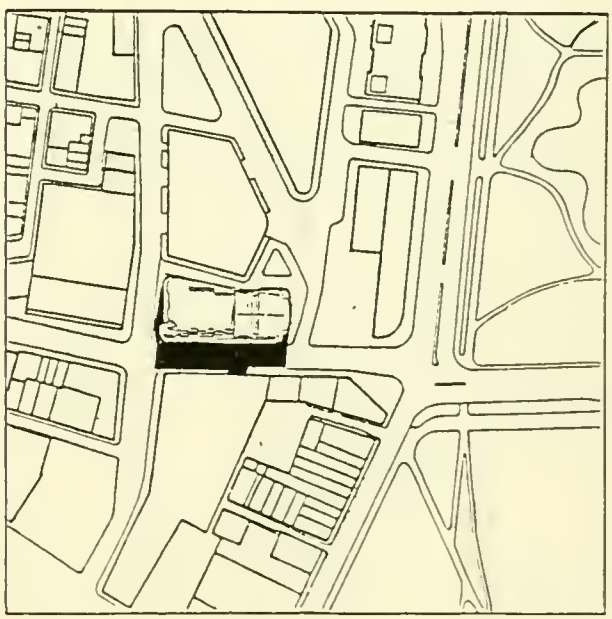

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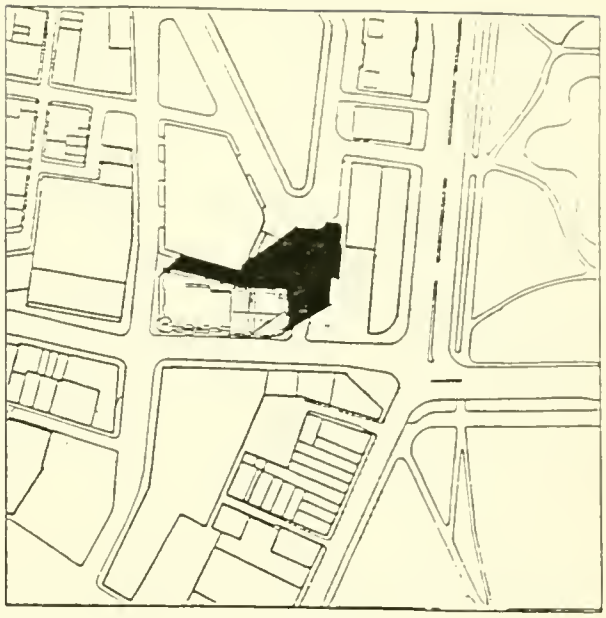
THE PAVILION at PARK SQUARE

SHADOW STUDY

SEPTEMBER 21 **9:00 AM**



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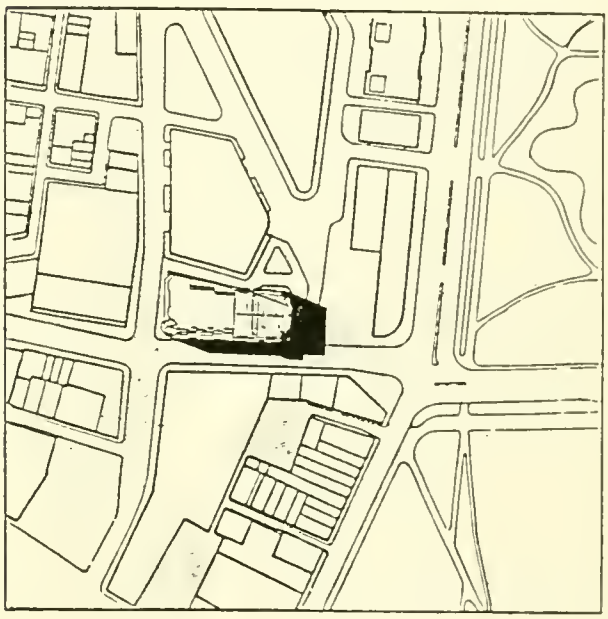

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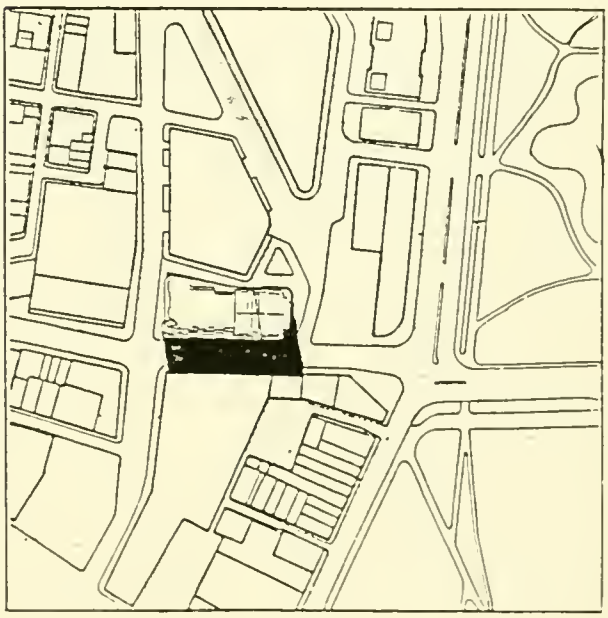

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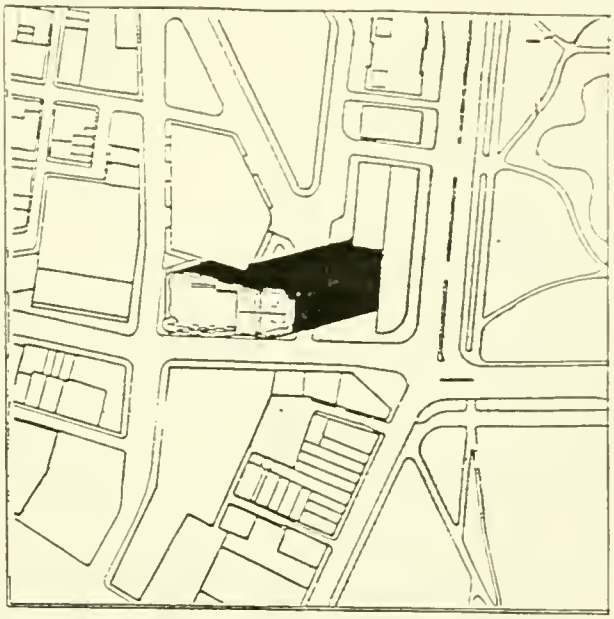
THE PAVILION at PARK SQUARE

SHADOW STUDY

DECEMBER 21 **9:00 AM**



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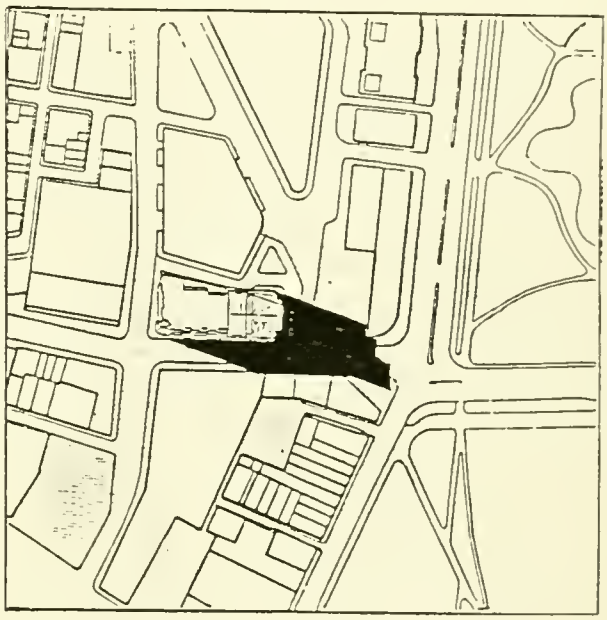

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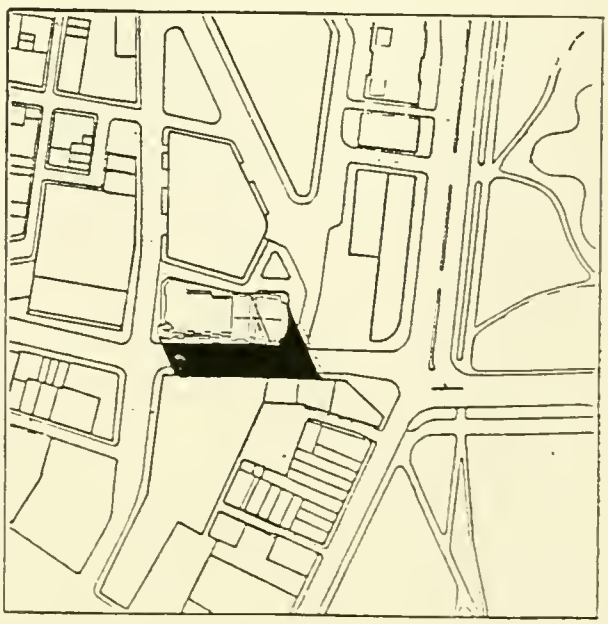

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